# Southern Pacific Bulletin

JULY 1920

"Shasta!"

basic rates as living costs go back toward the pre-war basis, or unless something is incorporated that will provide for a review of the award after some specified period, any wage rates that may now be fixed by your board would be practically permanent rates.

"It is not at all intended here to say that any wage rates that your board might award to meet the increased cost of living should be taken away again as fast as and in the very same percentage as the cost of living comes down. This would be in effect to decree that railroad employees should remain in the same comparative situation they were in before your award. We are not asking or suggesting this; but if as costs of living go down toward the pre-war basis a less than proportionate decrease in basic wages were provided for, the employees would be better off, as compared with pre-war conditions, in spite of such reductions."

Wage advances made by the Railroad Administration during the two years of Federal control, as shown by reports of the Director General, as stated by Mr. Whiter, are given below.

These advances totalling $965,000,000, Mr. Whiter said, did not include wages charged to capital account, which would bring the total Government wage advance to $1,071,000,000 a year.

The new Transportation Act, Mr. Whiter pointed out, provides that any substantial increase in the railroad labor cost must result in increased rates to the public for railroad service. For every $100,000,000 added to the payroll about 3 per cent must be added to freight rates, he said. The carriers are now before the Interstate Commerce Commission asking for an average increase in freight rates of 28 per cent, largely to provide for the billion dollar advance in the payroll in the past two years.

## SHIPPERS!

The number of freight cars in the country multiplied by the number of days in the year equals the number of car days.

We cannot increase the number of days in the year and the prospects for substantially increasing the number of cars in the country this year are rather poor, so the number of car days will not increase greatly.

But it is possible to increase the number of **useful** car days. How? By unloading cars and notifying agent promptly. If every consignee would save a day in unloading, it is easy to see that a great many more cars would be available for loading.

Probably many dealers' first thought will be "give us the chance to unload a few cars. They will be empty and the material on the way to the job almost before the wheels stop turning." Nevertheless, experience shows that many opportunities to conserve car time are overlooked. In helping the railroads you help yourself when you **Unload Cars Promptly.**

—from Universal Dealer.

# Our Refrigerator Car Supply

## What is needed during July and what everyone should do to help out

By M. B. CASEY
Manager Refrigerating Department Commission on Car Service, A. R. A.

The demand for refrigerator cars in all sections for perishable loading is very heavy and generally much in excess of previous years. The most urgent situations just now are:

Continual heavy demands throughout central western section for packing house products, cheese, butter and egg loading.

50,000 cars of fruit and vegetables to move under refrigeration from California between now and July 31st, including the Imperial Valley canteloupe crop estimated at from 10,000 to 12,000 car loads, all of which must move within the next six weeks.

18,000 cars fruits and vegetables to move under refrigeration from the Southeastern territory, which includes the Georgia peach crop estimated at from 8,000 to 10,000 cars.

30,000 cars fruit from the state of Washington which start moving in July.

To meet these demands the closest possible co-operation between the shippers, the distributers, the consignees, the fruit and vegetable associations, and the railroads in the handling of refrigerator cars is necessary.

### Railroads Should:

1. See that loaded refrigerator cars are promptly spotted for unloading.
2. See that refrigerator cars when released are promptly pulled from the unloading tracks and started to the loading territory.
3. In the interest of expeditious handling assemble refrigerator cars and move them to loading territory in solid trains when practicable.
4. See that complete information, in connection with refrigerator cars delayed under load in excess of 72 hours, is furnished weekly as called for in Bulletin No. 2, revised and take vigorous action with consignee who fail to unload refrigerator cars promptly.
5. See that the instructions of the Commission on Car Service, dated March 23, 1920, restricting the loading of refrigerator cars to perishable freight requiring refrigeration are strictly complied with.

### Shippers Should:

1. See that empty refrigerator cars placed for loading are loaded with the least possible delay.
2. Do not order refrigerator cars for loading until you are ready to load, and then order only sufficient for immediate needs.
3. See that every refrigerator car is loaded as heavily as safe transportation of the commodity will permit.
4. Economize in the use of refrigerator cars. Don't ask for a refrigerator car if some other class will do. Some of the fruits and vegetables will transport just as safely in box or ventilated box cars.

### Consignees Should:

1. See that reconsignment and delivery orders are furnished to the railroad promptly.
2. See that refrigerator cars when placed for unloading are promptly released, if necessary placing the contents in public storage, so that the car will be available for further loading. Do not use the car for cold storage purposes. It is badly needed in loading territory.

The situation is one that calls for the most intense interest and attention of everyone as conserving the Nation's food supply is directly involved. Furthermore there are many communities and districts whose very existence and prosperity is dependent entirely upon the ability of the railroad to move their products to market when crops are ready.

Your earnest co-operation is urgently solicited. The Traffic Department and your local agents can be of immense assistance by agitating this subject with your patrons.

## FINDING USES FOR WASTE.

Corn cobs, one of the largest waste by-products of farming, may now be utilized as the result of processes which have been worked out and patented for the preparation from corn cobs of adhesive gum and of the rare sugar xylose into substances which may be useful commercially.

Cull oranges and lemons, not suitable for shipment as fresh fruit, are used for the manufacture of many useful foods and chemicals. A citrus by-products laboratory has worked out new methods for the manufacture of marmalade, vinegar, candied peel, juice, citrate of lime, citric acid and other products.—California Development Board Bulletin.

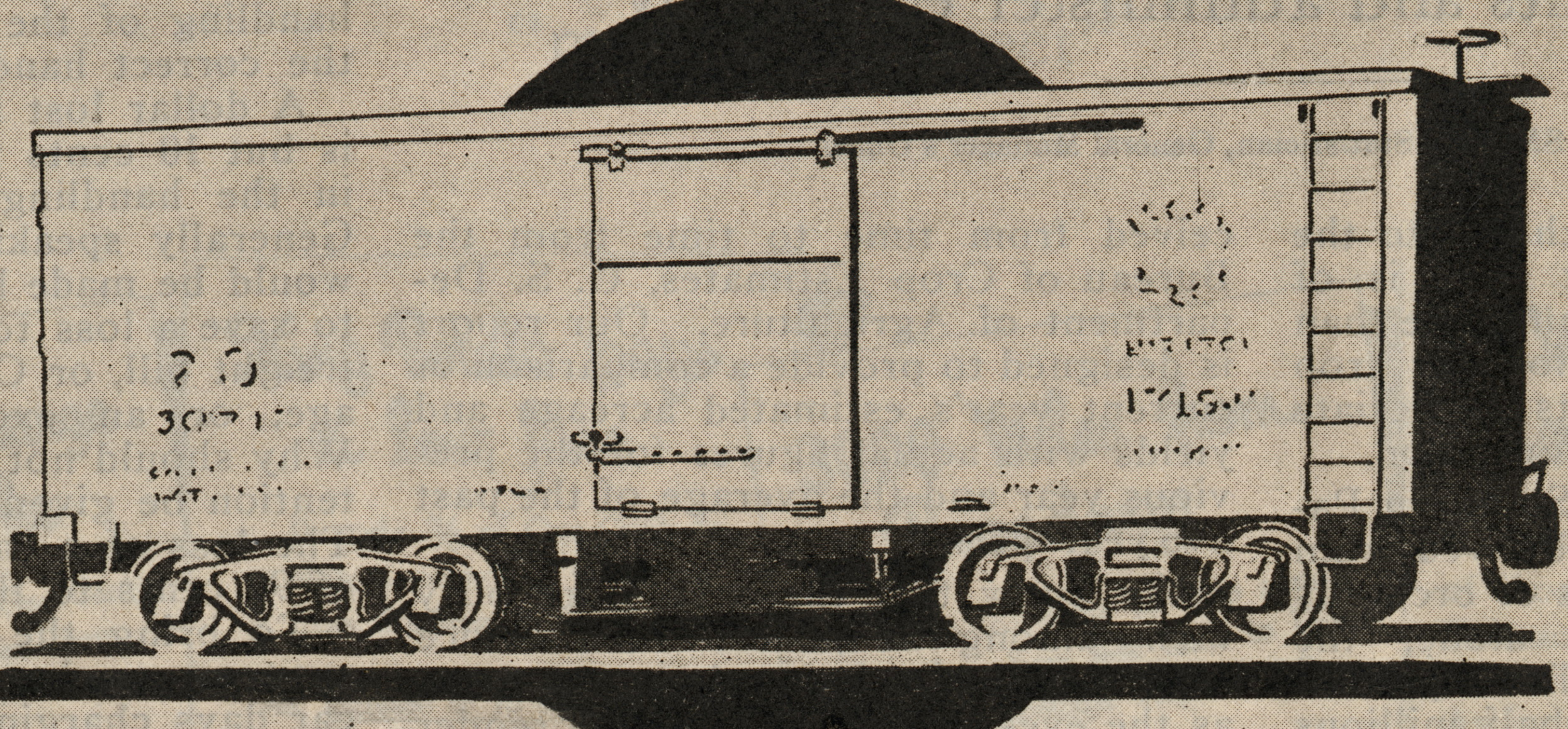
## PROOF.

"Herbert, you weren't listening to what I said."

Mrs. Peck's voice was suddenly acid.

"Er—what makes you think that, darling?" asked Henry in quick alarm.

"I asked you if you could let me have $15 and you smiled and said, 'Yes, dearest'!"



# The Shipper Wins

*if he*

Loads quickly—
Unloads promptly—
And loads to capacity—

*because*

Two tons more per loaded car will at once add 200,000 freight cars to those available for public use

**WASTAGE MEANS SHORTAGE—**

Good Railway Service Association of California—